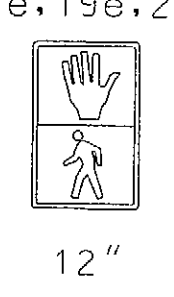


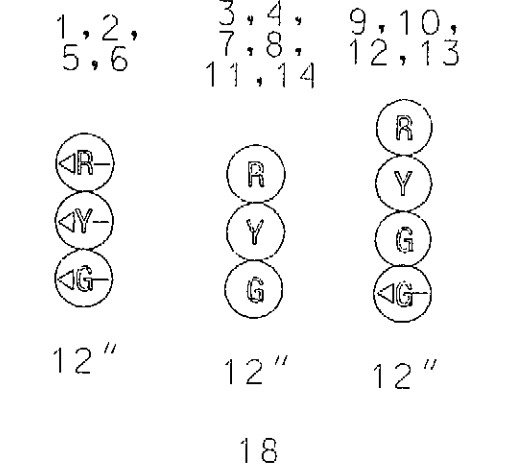
EXISTING (NEW) SIGNALS TO REMAIN BAGGED



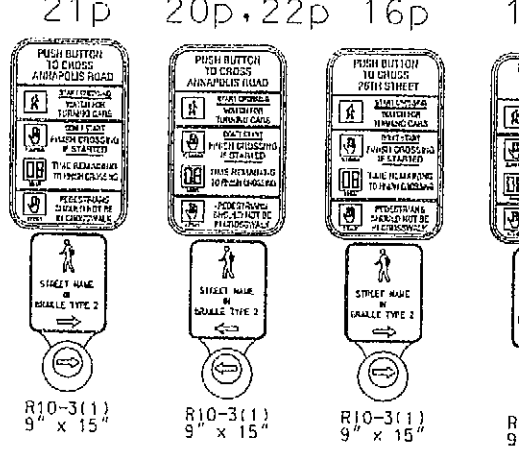
EXISTING (OLD) SIGNALS TO REMAIN WITH PUSHBUTTON



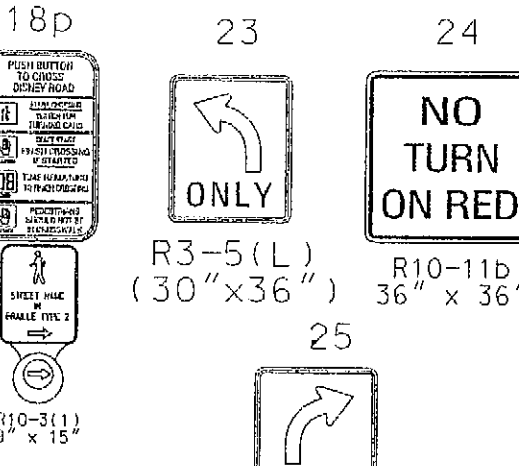
EXISTING (NEW) SIGNALS TO BE UNBAGGED



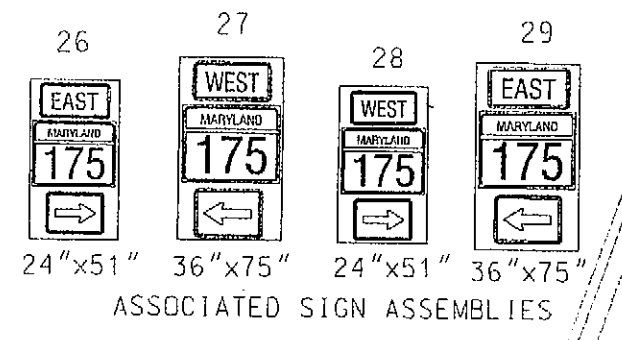
EXISTING (NEW) SIGNALS TO REMAIN BAGGED



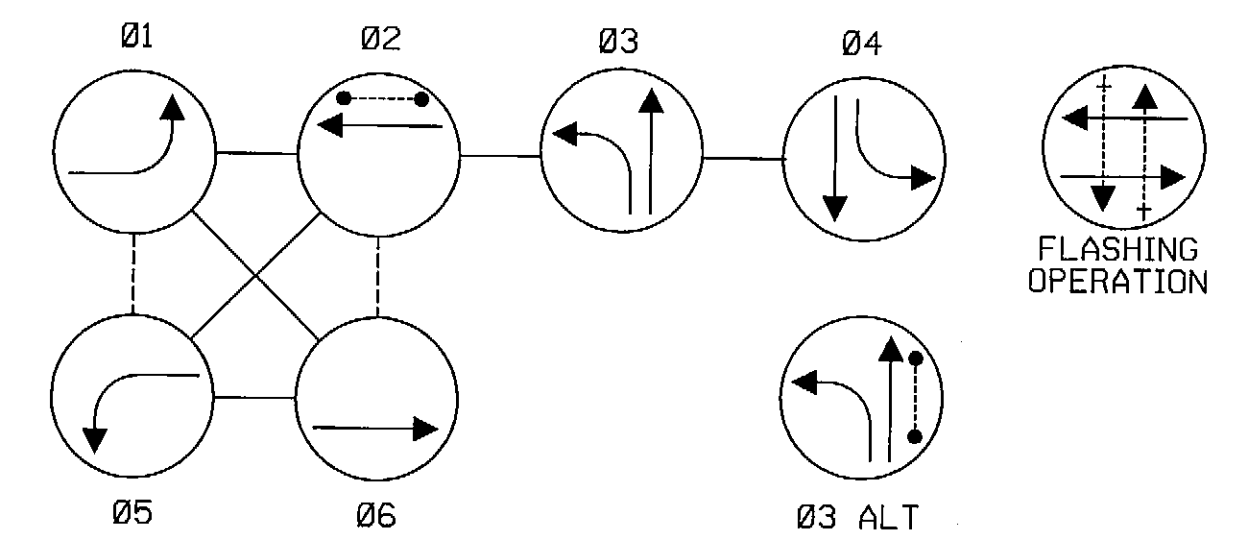
EXISTING (NEW) SIGNALS TO BE UNBAGGED



PUSHBUTTON SIGN NUMBERS INDICATE THE ASSOCIATED PEDESTRIAN SIGNAL HEAD NUMBERS



PROPOSED NEMA PHASING



NOTE: PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

GENERAL NOTES

1. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE, THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
2. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, AND THE HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS TO MEET CLEARANCES AS SPECIFIED IN MD STD. 818.03, MD STD. 818.01, MD 818.02, AND MD STD. 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL PROPOSED SIGNAL EQUIPMENT.
3. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60" X 60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
4. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E.2 AND THE NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE". IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED AND APPROVED BY THE DIRECTOR OF THE OFFICE OF TRAFFIC AND SAFETY.
5. PROPOSED SIGNAL EQUIPMENT SHALL BE INSTALLED PRIOR TO THE CONSTRUCTION OF SIDEWALKS AND PEDESTRIAN RAMPS, AND THE INSTALLATION OF DETECTABLE WARNING SURFACES.
6. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING UNUSED CABLES FROM EXISTING HANDHOLES AND CONDUITS UTILIZED FOR REVISION 'D'.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLES TO THE APPROPRIATE TERMINALS AND FOR PROPERLY LABELING EACH CABLE.
8. VIDEO CAMERA LOCATION/ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
9. THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
10. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
11. FOR TEMPORARY PAVEMENT MARKINGS, REFER TO THE TRAFFIC CONTROL PLANS. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MD SHA STANDARDS.
12. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.

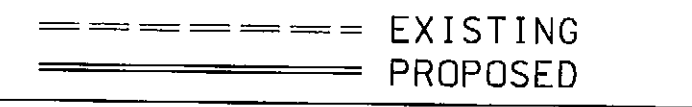
MOT PHASE 2 NOTES

1. SIGNAL-RELATED WORK IN THIS CONSTRUCTION PHASE WILL INVOLVE MINOR TRENCHING FOR PEDESTRIAN SIGNAL AND PUSHBUTTON CONNECTION, AND THE ACTIVATION OF THE NEWLY-INSTALLED TRAFFIC SIGNALS.
2. SIGNAL HEAD AND VIDEO DETECTION CAMERA ALIGNMENT WILL MATCH THE TRAFFIC FLOW PATTERN FOR MOT PHASE 2.

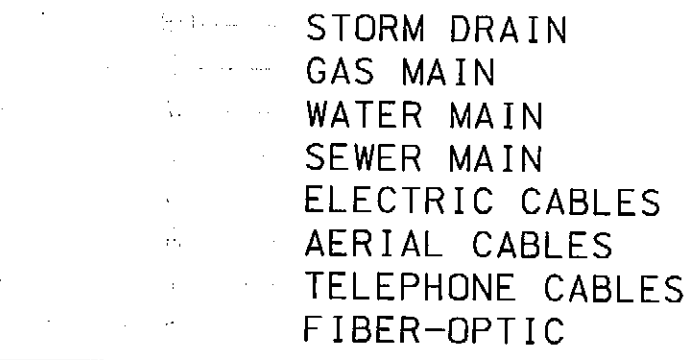
CONSTRUCTION DETAILS

- A. UNBAG PROPOSED SIGNAL HEADS ON MAST ARMS; HOWEVER DO NOT UNBAG PEDESTRIAN SIGNAL HEAD AND PUSHBUTTON.
- B. TURN ON NEWLY-INSTALLED TRAFFIC SIGNAL EQUIPMENT IN THE CONTROLLER.
- C. REMOVE EXISTING EQUIPMENT AND FOUNDATION 12" BELOW GRADE.
- D. REMOVE EXISTING CABINET AND FOUNDATION 12" BELOW GRADE.
- E. INSTALL TEMPORARY 2" SCHEDULE 80 RIGID PVC CONDUIT (TRENCHED); RUN FROM EXISTING (OLD) HANDHOLE TO NEWLY-INSTALLED HANDHOLE.
- F. PULL BACK PEDESTRIAN SIGNAL AND PUSHBUTTON WIRING TO THIS HANDHOLE. REROUTE AND CONNECT EXISTING AND NEWLY-INSTALLED PEDESTRIAN SIGNAL WIRING TO NEW CONTROLLER.
- G. DISCONNECT EXISTING SIGNAL WIRING FROM PEDESTRIAN SIGNAL HEAD AND PUSHBUTTON WIRING AND DISCARD. CONNECT NEW WIRING (SEE WIRING DIAGRAM ON SHEET SG-08.2) TO EXISTING PEDESTRIAN HEAD AND PUSHBUTTON AND RUN THROUGH PROPOSED CONDUIT TO NEW CONTROLLER. USE EXISTING PEDESTAL POLE, PEDESTRIAN SIGNAL HEAD, AND PUSHBUTTON DURING THIS PHASE OF CONSTRUCTION.
- H. REMOVE EXISTING MAST ARM, SIGNAL HEADS, AND SIGNS. DISCONNECT PEDESTRIAN HEADS AND PUSHBUTTON WIRING FROM EXISTING CONTROLLER AND REROUTE TO THE NEW CONTROLLER CABINET TO BE UTILIZED DURING THIS PHASE OF CONSTRUCTION.
- J. USE EXISTING CONDUIT.
- K. USE EXISTING HANDHOLE.
- L. NEWLY-INSTALLED PEDESTRIAN SIGNAL AND PUSHBUTTON SHALL REMAIN BAGGED.
- M. NEWLY-INSTALLED PEDESTRIAN SIGNAL AND PUSHBUTTON SHALL BE UNBAGGED.
- N. TEMPORARY STOPLINE (SEE TRAFFIC CONTROL PLANS).

GEOMETRIC LEGEND



UTILITY LEGEND



PHASE 2

**CENTURY**  
ENGINEERING  
CONSULTING ENGINEERS - PLANNERS  
10710 GILROY ROAD  
HUNT VALLEY, MD 21031

REVISION 'D' 23299.36

| APPROVALS        |  |
|------------------|--|
| TEAM LEADER      |  |
| ASST. DIR. CHIEF |  |
| DIVISION CHIEF   |  |
| OFFICE DIRECTOR  |  |

| REVISIONS |   |
|-----------|---|
| 1         | BRAC RECONSTRUCT TRAFFIC SIGNAL SHA # A458063 10/2010 TMS No. J-363       |
| ENB       | 1/24/97 ASBUILT SHA# BW860802512  |
| RRZ       | 2/9/96 10/21/96 REDESIGN SIGNAL DUE TO GEOMETRIC CHANGES SHA# BW860802512 |
| RRZ       |   |

|   |  |
|---|--|
| <b>SHA</b> STATE OF MARYLAND<br>DEPARTMENT OF TRANSPORTATION<br>STATE HIGHWAY ADMINISTRATION<br>OFFICE OF TRAFFIC & SAFETY<br>TRAFFIC ENGINEERING DESIGN DIVISION<br>MD 175 (ANNAPOLIS ROAD) AT<br>26TH STREET /DISNEY ROAD<br>FORT MEADE, MD |  |
| <b>MOT PHASE 2 - TRAFFIC SIGNAL PLAN</b>  |  |
| SCALE 1" = 20'  | DATE 4/28/1984 CONTRACT NO. AA 797-501-585 |
| DESIGNED BY MICKEY CORNELIUS  | COUNTY ANNE ARUNDEL                        |
| DRAWN BY MICKEY CORNELIUS   | LOGMILE 02017507.10                        |
| CHECKED BY  | TMS NO.                                    |
| F.A.P. NO.  | TOD NO.                                    |
| TS NO. 1959D2   | DRAWING SG-07.2 OF 26                      |
| SHEET NO. 127 OF 195  |  |